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## CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

## INFORMATION REPORT

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Construction and Repairs

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THIS IS UNEVALUATED INFORMATION

1. Ship Construction.- The main engine for the first 3,000 ton freighter has been installed. It was delivered by Buckau-Wolf, of Magdeburg; it has four cylinders and an exhaust-steam turbine. It was installed askew and had to be taken out again. The second 3,000 ton freighter was launched on 15 September at the Neptun shipyard. It has been given the name KALUGA. The third freighter is on the ways; construction work has gone slowly because of difficulty in obtaining plates for the hull. The fourth 3,000 ton freighter will be called the KOLOMNA.

2. The float for the first 15-ton floating crane is in the water. The crane is being built by Volkseigener Betrieb, (VEB) Ubigau. The float for the second 15-ton crane is under construction. Both cranes will be delivered to the Soviet Union.

3. The first salvage ship of 1,000 tons with a lifting power of 75 tons, will be launched this year. 25X1

4. [REDACTED]

5. The first machine parts for the 1,300 ton freighter have arrived, and work has started on the engine bedplate.

6. Ship Repair Work.- Signal boat [REDACTED] and motor boat [REDACTED] have completed repairs and left. The salvage ship has also gone. Motor boat [REDACTED] will be ready in about two months. Motor boat [REDACTED] is in dock. The WENTIA and KURSK need about three weeks' more work. The Soviet ship, [REDACTED] and old 1,200 ton freighter, now in dock, will need three months more; the REFRIGERATOR, about six months; and the PEOLENT, six months. The ocean tug [REDACTED] is almost ready. The

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minesweeper, [ ] has about three months' work. The former submarine tender WALDEMAR KOPHAMEL, [ ] will be at the yard a good while, because the engines cannot be repaired. The Seepolizei coast guard boat, [ ], has been given a new engine; it is a Junkers 205 airplane engine of 2,000 HP capable of 2,800 RPM. All the boats of this type are to be equipped with engines of this kind. [ ] left again on 17 September. Engines taken out of vessels under repair are overhauled by Buckau-Wolf, of Magdeburg; they sent back the four main engines of the [ ] refusing the job.

7. Since the Neptun yard management was taken over by the Socialist Unity Party, (SED), spying and supervision have been sharpened. The engineers, etc., without party connections have been reduced to posts of little importance. Work is pressed at high speed on the Soviet ships lying in the yard for repairs, but schedules still cannot be kept on account of material shortages. The yard allegedly must pay a fine of 350,000 DM on this account. The SED secretary, John (fma), is head of the spy system and is known as the "great man." The Soviet staff remains.

8. On the ground of the general material shortages in the Demokratische Deutsche Republik, (DDR), the Neptun yard was directed, in July, to sell to other plants in the DDR all parts and materials not strictly needed for construction and repair work. This was changed recently; now all material not needed in the next 80 days must be returned to the Trade Central, Deutsche Handelszentrale (DHZ). If it is needed later, the yard must get it back from the DHZ. The yard meanwhile has delivered several hundred tons of material to other plants, including:

To Papierschleifenwerk Freiberg	15 tons pipe 190 x 13
Richtverformungswerk Leipzig	300 kg. pipe, 24 x 1
Sinson Suhl	10.8 tons pipe, 150 diameter
Maschinenbau Kraschwitz	1 ton pipe, 190 x 13
Stahlguß Leipzig	150 kg. angle steel 110x110x112
Buntmetallguß Halle	9 tons red metal
Metallgußwerke Dresden	9 tons red metal
	11.5 tons brass
Matthias Thesenwerft, Wismar	2500 kg. steel rod, 12mm diameter
	1000 kg. glat(sic) steel 200 x 20
Metallwerk Freiberg	4 tons red metal
Karl Zeiss, Jena	5 tons red metal
Giesserei Waren, Mecklenburg	9 tons red metal
	11.5 tons brass
Abus, Eberswalde	3120 kg. angle iron 115x115x14 & 115x115x18
VEB Asema, Berlin	660 kg. six-edged brass
	280 kg. copper pipe 22 x 11.3
Transformatorwerk Berlin-Oberschönewalde	1500 kg. copper plate, 4 mm.

9. All the 300 and 400 HP engines for the drifters are supplied by Buckau-Wolf, of Magdeburg. The 100 HP auxiliary engines are supplied either by Buckau-Wolf or by the Dieselmotorenwerk Rostock. The 20 HP engines are supplied by

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the Motoren-u.-Gerätewerk Schönebeck.

10. Deliveries of other equipment used in drifter construction come from the following firms; compressors, Kompressorenwerk Nauen; power hoists, EKM-Elbe-Werk, Rosslau; anchor winches, VEB Aufbau Wismar; Capstans, Abus Clement Gottwald Werk, Schwerin; generators for hoists, capstans and 100 HP engines, VEB Kjellberg at Finsterwalde or VEB Vinag, Finsterwalde; fire extinguisher pumps, Pumpenwerk Erfurt. Almost all deliveries are delayed.

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